

shall be covered into the Treasury of the United States to the credit of the revenues of the District of Columbia.

SEC. 3. That whenever in the judgment of the Public Utilities Commission of the District of Columbia it is deemed in the public interest, the said Washington Railway and Electric Company shall be authorized and required to construct the necessary tracks and to make the necessary connection for the purpose of operating its cars by the underground electric system over and along the street provided for herein, by double tracks from the tracks in Georgia Avenue to the tracks in Ninth Street and Florida Avenue northwest.

Connecting, through new street, required of Washington Railway and Electric Company from Georgia Avenue and Ninth Street and Florida Avenue tracks.

SEC. 4. That the construction herein authorized shall be completed and cars operated over the same within six months from the date the said Washington Railway and Electric Company is ordered by said Public Utilities Commission to construct tracks and make connections as provided in section 3 of this Act; that coincident with the operation of cars over the connecting route provided for herein, the Washington Railway and Electric Company shall cease to operate cars over the tracks in Florida Avenue between Seventh and Ninth Streets, northwest, now jointly used by said company and the said Capital Traction Company, and shall abandon the use of its tracks in Georgia Avenue from Florida Avenue north to the connection at the street provided for herein: *Provided*, That the Public Utilities Commission of the District of Columbia may authorize the use of said abandoned tracks whenever in its judgment such use may be necessary in the public interest.

Time for construction, etc.

Abandonment of use of designated tracks.

*Proviso.*  
Provisional use of abandoned tracks.

SEC. 5. That if by reason of the discontinuance of the use in common of the tracks in Florida Avenue between Seventh and Ninth Streets northwest by the Washington Railway and Electric Company and the Capital Traction Company remuneration may be due to either of said companies by the other, the terms of such remuneration shall be mutually agreed upon, or in case of disagreement the remuneration shall be determined by the Public Utilities Commission of the District of Columbia, which is authorized and directed to grant a hearing to the interested parties and to fix the terms of said remuneration.

Remuneration for discontinuing use of Florida Avenue tracks in common.

Determination by Public Utilities Commission if terms not agreed to.

SEC. 6. That the construction herein authorized shall be in accordance with plans to be approved by the said commissioners.

Approval of plans.

SEC. 7. That the said Washington Railway and Electric Company shall have the same rights, powers, and privileges over and respecting the connecting route herein provided for that it now has or hereafter may have by law over and respecting its other routes, and be subject in respect thereto to all the other provisions of its charter and of law.

Rights, etc., over new route.

SEC. 8. That Congress reserves the right to alter, amend, or repeal this Act.

Amendment.

Approved, January 13, 1927.

**CHAP. 30.**—An Act Granting the consent of Congress to The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company to construct, maintain, and operate a railroad bridge across the Wabash River.

January 14, 1927.  
[H. R. 13452.]

[Public, No. 544.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress is hereby granted to The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company, its successors and assigns, to construct, maintain, and operate a railroad bridge and approaches thereto across the Wabash River at a point suitable to the interests of navigation between Terre Haute and West Terre Haute in the county of Vigo, in the State of Indiana, in accordance with the

Wabash River.  
Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company may bridge, at Terre Haute, Ind.

Construction.  
Vol. 34, p. 84.

Right to sell, etc.,  
conferred.

Amendment.

provisions of an Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company, its successors and assigns, and any corporation to which such rights, powers, and privileges may be sold, assigned, or transferred, or which shall acquire the same by mortgage foreclosure or otherwise is hereby authorized to exercise the same as fully as though conferred herein directly upon such corporation.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 14, 1927.

January 14, 1927.

[H. R. 11515.]

[Public, No. 545.]

CHAP. 31.—An Act Authorizing the Secretary of the Navy, in his discretion, to deliver to the custody of the city of Minneapolis the silver service set in use on the cruiser Minneapolis.

"Minneapolis,"  
cruiser.  
Silver service used  
on, may be delivered  
to Minneapolis

Proviso.  
No Government ex-  
pense.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy is authorized, in his discretion, to deliver to the custody of the city of Minneapolis, for preservation and exhibition the silver service which was in use on the United States ship Minneapolis: *Provided,* That no expense shall be incurred by the United States for the delivery of such silver service.

Approved, January 14, 1927.

January 14, 1927.

[S. 4445.]

[Public, No. 546.]

CHAP. 32.—An Act To amend the Act entitled "An Act to enable the trustees of Howard University to develop an athletic field and gymnasium project, and for other purposes," approved June 7, 1924.

District of Colum-  
bia.  
Howard University.  
Vol. 43, p. 632, amend-  
ed.

Portion of McMillan  
Park conveyed to, for  
athletic field, etc.

Payment for, etc.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 3 of the Act entitled "An Act to enable the trustees of Howard University to develop an athletic field and gymnasium project, and for other purposes," approved June 7, 1924, is hereby amended to read as follows:

"SEC. 3. That the Secretary of War is hereby authorized and directed to convey to the trustees of the Howard University a triangular plot of land now included in McMillan Park and situated between Fairmont Street, Fifth Street, and the McMillan Park Reservoir at the price originally paid by the United States for said property, subject to such terms and conditions as may be prescribed by the Secretary of War."

Approved, January 14, 1927.

January 14, 1927.

[S. 4862.]

[Public, No. 547.]

CHAP. 33.—An Act Granting the consent of Congress to the Commissioners of Fayette and Washington Counties, Pennsylvania, to reconstruct the bridge across the Monongahela River at Belle Vernon, Fayette County, Pennsylvania.

Monongahela River.  
Fayette and Wash-  
ington Counties, Pa.,  
may reconstruct bridge  
across, at Belle Vernon.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the consent of Congress is hereby granted to the commissioners of the counties of Fayette and Washington, in the State of Pennsylvania, and their successors and assigns, to reconstruct the existing bridge and approaches thereto across the Monongahela River, at Belle Vernon, in the county of Fayette, in the State of Pennsylvania, with such changes in clearances as may be approved by the Chief of Engineers